

JTE Truck Automatic Transmission Group and Teleflex Shift Cable Issues Log

<u>Item</u>	<u>Issue</u>	<u>Status</u>	<u>Comments</u>
1	95 AB shift cable: Remove alignment key on steering column bracket.	PCN 41018-104 written to remove alignment key. Teleflex cost is \$42k and 16 weeks. This will create a Chrysler tool.	Change required to reduce insertion difficulties at Pillette due to having to align the cable after a tight cable bend routing out of the dash panel. Teleflex reports that the tooling has been kicked off with a part availability time of March 95.
2	95 AB shift cable spring effort increase <u>Proto Parts are late</u>	Assy plant must rotate prop shaft to avoid numerous no start in park problems. New to 95 MY with cable shift. Teleflex to supply sample springs with effort similar to BR rod but with 20% increased load.	Need sample springs ASAP from Teleflex for 50 piece PTR at plant. Springs are not available as of 12/02/94 from Teleflex. Pillette Assy plant has told Dept 1610 that warranty on no start in park is very significant. This change will fix this situation. Pillette and Dept 1610 are growing impatient with the
3	96 AB and 97 AN heat protective sleeve upgrade	Investigating upgraded heat sleeve to handle 15 mm clearance to exhaust pipe on 97 AN and 96 AB with catalyst closer to cable	Teleflex to provide samples of new upgraded heat sleeve with cost.
4	97 AN dash panel change and corresponding shift cable plate change	Catia info available on new plate packaging environment. Change driven by requirement to reorient manual trans master cylinder which occupies the same space on a M/T truck.	Info to Teleflex on new design 10/28/94. Gardner to follow-up and confirm January timing.

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5	97 AN adjuster head travel	Travel on F1 cables is only about 10 mm. Design was requested to have 20 to 25 mm of adjustment travel , similar to 95 AB.	Teleflex reviewing design for F2 level upgrade.
6	97 AN adjuster head position	Current F1 position too close to brake tubes for easy access.	Teleflex to move adjuster head down about 3 inches closer to trans end of the cable.
7	97 AN adjuster head orientation	The orientation of the adjuster head will need to be controlled so that the release lock tab faces upwards. F1 level parts allow locking tab to face downward which makes a very difficult in vehicle service adjustment.	Teleflex advised of concern 10/27/94. Would need resolution on F2 level parts.
8	97 AN cable clip requirements	Cable clipping may be required near intermediate shaft, exhaust manifold and by the starter.	Teleflex and JTE looking at situation
9	97 AN cable touches electrical junction block near strg column.	Light interference to electrical junction block exists.	Will review on F1 builds but don't think this is a real problem.

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